The Farmers' Loan and Trust Co.

New York, February 4th, 1904.

tically tested inventions-Sugar Machinery,

Process, Supplies-I seek a partner with

LOST—Certificate F 70,959, in name of John Brown, for 25 shares of the Common Capital Stock of the United States Steel Corporation. Applica-tion has been made to the Corporation for a new Certificate. Notify THOS. L. MANSON & CO. 71 Broadway.

RAILROADS CUT GRAIN RATES

CONTEST NOW BROUGHT EAST OF

THE MISSISSIPPI.

Rates to Gulf Ports Sald to Have Been

Reduced by Two-thirds Within Three Weeks-The Cutting, So Far, Has

Not Extended to Other Freights.

The Western railroads have been making

series of cuts in grain rates which promise

to develop into a lively rate war. So far

the roads involved are the Atchison, the

Northwestern, the Alton, the Chicago

Great Western, the Missouri Pacific, the

The contest has been brought east of the

Mississippi by the Chicago and Northwestern, which announced yesterday reduc-tions of two cents per 100 pounds on grain from Nebraska points to Chicago and cuts

of from one to two cents from all Iowa points. These cuts become effective to-day. To meet them the Burlington and Alton have issued notices of reductions in grain

rates from 22½ to 15 cents from all south Missouri points to south Atlantic ports through St. Louis.

The Great Western has reduced rates two cents from Omaha to Chicago and has said that it will meet every cut, if it has to carry

Despatches from Kansas City yesterday said that the Atchison had made a further cut of two cents in the rate for wheat and

cut of two cents in the rate for wheat and corn to Gulf ports and that this cut had been met by the Missouri Pacific and Rock Island. Since the grain rate war began three weeks ago rates to Gulf ports are said to have been reduced two-thirds. The cutting has not spread, so far, to other traffic.

B. R. T. Borrows Some Money.

The Brooklyn Rapid Transit Company

has negotiated a loan in Wall Street, the collateral being the company's 4 per cent.

bonds pending the sale of these bonds at a satisfactory price. It was reported yester day that the loan was for several million

dollars. The loan is arranged to get temporary accommodations in order to meet unusual expenditures, principally for new

Business Troubles.

A creditors' petition in bankruptcy has

A creditors' petition in bankruptcy has been filed against Jacob and Morris Boltan (Boltan Bros.), shirt manufact urers at 20 White street and 202 Centre street. Abe Gruber for the firm says that the liabilities are \$40,000 and the assets about \$18,000. Dear cotton, speculation and bad business he gives as the causes of the firm's embarrassment.

Morris Monsky, who was once a builder, has filed a petition in bankruptcy, with liabilities \$132,946, of which \$106,632 are secured, and no assets.

assets.

Henry Hencken, once president of the Hygeia Ice Company, has filed a petition in bankruptcy, with liabilities \$58,555 and no available assets.

OCEAN STEAMERS.

SPEND THE HOLIDAY

in a short and delightful trip via

Old Dominion Line

February 19th, and S. S. Princess Anne

Saturday, February 20th, at 3 P. M., for

Old Point Comfort,

CONNECTING FOR

Virginia Beach &

Richmond, Va.,

and Washington, D. C.

Returning passengers can leave Norfolk daily (except Sunday) at 7:00 P. M. for New York direct. Round trip tickets, including meals and state-room berth.

\$13.00 and upwards.

Tickets and stateroom reservations at Pier 26, North River.

Telephone—1580 Franklin.

OLD DOMINION LINE

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier

N. R., foot Beach st., every week day at 3 P. M.
 H. B. WALKER, Vice-President & Traffic Manager.

"The Land of the Lily and the Rose."
Summer weather in 48 hours. Highest class nail steamships every Thursday.
THERE AND BACK \$50.

THOS. COOK & SON,

Three Passenger Agents.

Three (26t Broadway, Cor. Warren St.

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Boston, Philadeiphia, Chicago, San Francisco, etc.

Delightful ocean voyagesto ports of Texas, Georgia, Florida, Tickets to all resorts in Texas, Colorado, Mexico, California, Florida, &c. Special rates Hot Springs, Ark, Tourist tickets a specialty. Send Postal for Book, "SouthernTrips."

C. H. MALLORY & CO., Pier 20, E. R., N. Y.

OCEAN ROUTE to PLORIDA and the SOUTH.
SAVANNAH LINE. Low Excursion Rates. 317
Broadway

A

Mallory S.S. Lines From N. Y.

BIRTHDAY

WASHINGTON'S

grain for a cent.

Rock Island and the Burlington.

PARTNER. Box 172 Sun office.

Savings Banks Also Open and Withdrawal of Money Is Light-Receiver Named for a Baltimore Insurance Company and One Is Asked for Another.

BALTIMORE, Feb. 15.-The resumption of the operations of the Baltimore Clearing House to-day has helped materially the business situation. This was the first clearance between banks since Saturday, Feb. 6. Naturally the clearings to-day were heavy, aggregating \$8,800,000. The balances or excess of credits over debits amounted to more than \$1,000,000, so that the banks as a whole showed up in splendid condition. To-day's clearings were about three times the normal daily amount.

The various savings banks of the city resumed business to-day, but there was no unusual incident connected with their resumption. The largest bank in the city, the Savings Bank of Baltimore, is in the Clerk's office of the Court of Common Pleas in the court house. This bank has more than 25,000 depositors, with total deposits exceeding \$25,000,000. Its operations to-day reflect the general condition. There were about twenty-five persons at one time in the bank. The withdrawals were in sums from \$5 to \$100, and were to meet the usual requirements of depositors.

There were a number of deposits. All

savings banks reported deposits during the day. As a rule these institutions have their funds invested in gilt edged secur-ities and are able to command all the money they may need in any emergency.

The Peabody Insurance Company of
Baltimore, whose losses from the fire
amounted to about \$700,000, was the first
to succumb by the mediate of the company of

Richard B. Post was appointed receiver for the concern under a bond of \$600,000. The receiver was asked for by one of the stockholders and a policyholder, on the ground that the company had met with losses amounting to nearly \$750,000 and has only \$300,000 in assets. An answer was filed by the corporation admitting the allegations in the bill and consenting to the receivership. A receiver was asked for also by the Citi-

zens' Trust and Deposit Company for the Firemen's Insurance Company, which car-ried a policy of insurance for \$10,000 on the trust company's building, which was destroyed by fire. The bill says that the insurance company cannot pay this loss and that it is insolvent. Judge Dennis, in the Circuit Court, signed an order for the Firemen's Insurance Company to show cause why the receiver should not be appointed

why the receiver should not be appointed as asked for.

Corporal Robert Garrett of Troop A was detailed for duty at military headquarters in the court house to-day. Mr. Garrett is one of the wealthiest and most prominent young men in Baltimore and is considered to be better coldings in the National. one of the best soldiers in the National Guard. He is a strong advocate of disci-pline, and when addressed as "Corporal" by his superior officers he salutes and responds with alacrity to the orders given. The Garrett family were among the heaviest losers in the fire, but Corporal Garrett has no personal interests to subserve. He is merely a soldier. Troop A is quartered on Calvert street. The City Hospital turned over the rooms at the Nurses' Home and

those of duty sleep there comfortably.

The force of troops guarding the fire zone to-day was reduced by Gen. Riggs by one-half. The danger of looting is considered past, and a majority of the safes and other valuables have been placed in places of safety. The work of pulling down the walls continues with vigor.

The various emergency committees spent a busy day, as did also the relief committee, and much work was accomplished. Their combined reports are expected to be in the Mayor's hands to-morrow morning.
At a latehour this afternoon the dynamiting

At a latebour this afternoon the dynamiting of dangerous buildings was resumed. This was done as the result of a conference between the Mayor, Board of Public Safety and Major Edward Burr, Engineer Corps, U.S.A., who came on from Washington to give expert opinion. The Mayor and Major Burr pert opinion. The Mayor and Major Burr saw the big Keyser building, on German street, blown up, and decided that the pro-ceedings were entirely safe.

was received a message from Cardinal Gib-bons, who at present is visiting his brother in New Orleans. His Eminence will return in New Orleans. His Eminence will return to Baltimore on Friday. The message is a general one to the public, conveying his views concerning the fire. The Cardinal thanks those from whom he received messages of sympathy, commends every action taken by Gov. Warfield and Mayor McLane, and places himself on record as favoring extensive improvements in the burned district, including the proposition to widen the streets. He says the messages of sympathy show that the people of the United States are not only bound together by the ties of commerce but also by the bonds of fraternal love.

A meeting of the trustees of the Johns

Hopkins Hospital has been called for to-morrow. The loss by fire of eighty buildings it owned cuts down the income about one-fifth, and it is now feared that the free ward must be closed. The loss is a erious proposition for the hospital.

ANNAPOLIS, Md., Feb. 15.—A bill was in-

troduced in the Maryland Senate to-night asking that the State place the large new Fifth Regiment Armory building in Baltimore at the disposal of the business houses of that city which were burned out by the recent fire for temporary business offices. A joint resolution also was introduced in the House asking Senators Gorman and Mc-Comas to use all their influence toward the abolition of tariff duties on all article building construction to be imported for the rebuilding of the burned part of Balti-

MISS PANGBORN, FIRE HEROINE. Stripped Her Father's Office of Valuables and Saved Them All.

BALTIMORE, Feb. 15 .- Although Major J. C. Pangborn, director of the exhibit of the Baltimore and Ohio Railroad at the St. Louis world's fair, was not in Baltimore Sunday week, he has great reason to feel glad that he has such a daughter as Miss Mary Pangborn. Two years ago Miss Pang-born proved her pluck by running a loco-motive across the Ural Mountains. During the big fire she saved all the removable effects from her father's office in the Con-

tinental Building, among them papers that could not possibly have been duplicated. These papers contained data gained from numerous trips abroad to study Continental railroads, data concerning the St. Louis fair and railroad lists that would take years to duplicate. In fact, even a couple of paintings on the office walls were removed to a place of safety by Miss Pangborn, and the only loss suffered by the Major is the destruction of his office furniture. Miss Mary Pangborn has long been known among her friends as a young woman of resource, intelligence, vivacity and charm of manner. Her locomotive episode also gave her a certain reputation for grit. She forced her way into the or grit. She forced her way into the ontinental Building despite the objections of an obdurate superintendent who did not know her. She had armed herself with a hatchet but found her father's door open. She broke open desks and cases and pulled paintings from the walls. With the aid of a porter the valuables were hustled into

Lease System Retards Baltimore Building According to some of the New York contracting firms which are operating in Baltimore, building there will be retarded by the prevailing system of leasing ground. There is more ground leased than bought in perpetuity than in any other of the large cities.

GOSSIP OF WALL STREET.

Commission business about reached its ninimum yesterday. Brokers and houses representing pools and fraders' cliques executed perhaps nine-tenths of the orders that originated outside of the Stock Exchange walls. The room crowd was content to take small profits on small lines, afraid to venture far on either side lest it be hung up with ts purchases or squeezed in its sales. "A lot of brokers," said the head of a prominent commission firm yesterday, "are now living on their fat. Very few of the representative houses can be making expenses.

The movement in Amalgamated Copper vas widely advertised beforehand. Everybody seemed to have had the hint that the stock would be put up. The buying on the advance to 48 was said to look very good. Flower & Co. took stock freely at that price. Orders had evidently been distributed with different brokers to take all the stock offered at certain prices on the way up. Thus Flower & Co. cleaned up all of the 48 stock, Malcom & Coombe took the 48% stock, E. Meyer, Jr and one or two other brokers took all of the 48% stock, and then another broker who had been buying the stock all the way up announced that if the crowd would put the price to 48% he would bid 49. The price finally got to 48%, and the broker did bid 49, as he had promised to do, and took stock at that price. Imbrie & Co., Post & Flagg and Barnes Bros. were prominent as buyers on the advance. The stock closed at a recession of only % per cent. from the highest, showing a net gain for the day of 11/2 per cent. Fraders were active in it because it was one of the few stocks in which they could make turn. The bull tips were still circulating last night. It is predicted that the stock will cross 50 on this movement. One of th rumors used yesterday was that a promiwould be advanced. The accompanying details made it seem at least possible this information might have reached her from one of the members of a pool that is supposed to be operating in Amalgamated Wall Street is not finicky as to the sources of its information.

Consolidated Gas also was tipped for a rise. Several prominent speculative houses were told before the opening to get their people into it, and some of the big traders had similar information. It was said to have come from Tammany sources. There was considerable short interest to work on. Content and Wasserman Bros. started the buying. There appeared to be very little mum advance was 416 points and the price closed at a net gain of 3% points. Bets were made on the floor, one of \$1,000 and another of \$100, that the stock would sell up 10 points before down 10 points from 192. It is predieted that the price will cross 200 on this

Henry Bros., Baruch Bros. and Mendham Bros. were prominent as buyers of Brooklyn Rapid Transit. The uptown crowd supposed to be working in both that stock nd Amalgamated Copper. The bull tipe on Brooklyn advertised vesterday were not made good as were those on Amalgamated Copper and Consolidated Gas. Some thought the selling of Brooklyn looked better than the buying. Traders sold it on the advance in the forenoon to 43%.

Fresh complications are continually arisng from the situation that has been created by the Colorado Fuel and Iron reorganizaion committee. It appears that the payment of the interest on the convertible bond coupons last due was made conditional, presumably by authority of the committee. ipon their being deposited under the reorganization plan. When the non-assenting holders presented their coupons they were told that they must deposit the bonds order to collect the interest, and to argue the matter availed them nothing. The company is now in the position of having defaulted interest upon the bonds not de posited under the reorganization plan. Those who are short of the bonds, on the other hand, have paid the interest, just as one pays the dividends on a stock one is short of. This, however, is in itself a minor complication. The amount of money involved is not large. The questions raised as to what in these circumstances constituted a "good delivery" puzzled brokers not a

Instances were frequent last week of purchasers insisting upon having Colorado Fuel bonds with the unpaid coupons attached and refusing to accept bonds accompanied by currency in lieu of such unpaid coupons. The intent of these purchasers evidently was to get bonds that would carry upon their face evidence of the company's default, and it is supposed that the only use for such onds would be as a basis for legal proceedings. Otherwise the purchaser would naturally want the interest, no matter how it Western houses selling the bonds on orders from out of town have found it very difficult to borrow them for delivery in the form required, and in some instances quite mpossible. When the bonds could not be porrowed, and the purchaser insisted, the louses that had sold them in that way had no alternative but to buy them back in the open market. Several were forced to do this. The Stock Exchange has now ruled that to be "good delivery" the bonds must bear the unpaid coupons. Such bonds are very scarce.

Many traders are afraid to sell a dull market short, especially if it happens already to be pretty well sold out. The bear element was more disposed yesterday to cover short contracts than to sell the market any further. There was scattered short covering in St. Paul and New York Central and wherever the shorts bid for stocks they found them to be scarce, but no concerned effort was made by the bull contingent to advance prices. Wasserman bought and bid up Pennsylvania in the early trading, but found the room crowd to be unresponsive. Feeble iemonstrations were made against the shorts n various other stocks, notably New York Central. The bull element seemed wholly unable, however, to concentrate itself upon any one of half a dozen stocks that are believed to be oversold.

From the loan department there was reported in the forenoon an urgent borrowing demand for New York Central, the stock lending "flat." St. Paul and Pennsylvania loaned at 1 per cent., and other stocks were n good demand. The stocks borrowed in the forenoon were for delivery before 2:15 P. M. on contracts made on Thursday and Saturday of last week. After the close of the market yesterday there was still an active demand for New York Central and Pennsylvania at 1 per cent. Other active stocks loaned up to the money rate, or at 1% per cent.

Jacob Field and his crowd are said to I operating again in Steel preferred. Some traders say that this stock bulls as easily as anything in the active list, if not easier, and that it has, besides, an almost unlimited market. The Field crowd is understood to have made a success of its last previous demonstration in the stock. There is not the short interest in Steel preferred that there was a few weeks ago, but notwithstanding that fact the stock has been holding its price in a most reassuring manner. All the reports now being received on the trade situation are Witt & Co. were the largest bullish. buyers of Steel preferred yesterday, taking between 4,000 and 5,000 shares on the advance to 58. The stock closed but 1/2 per cent. off from the top, at a net gain of % for

Cards have been issued announcing that the house of Harris, Gates & Co. will be suceeded on March 1 by that of Charles G. Gates & Co., giving the changes that will take place at that time in the personnel of the firm as

The selling of Mexican Central for several days is said to have been better than the buying. The stock was opened up % per FINANCIAL NOTES.

To the effect of the Russo-Japanese war, enlarging the demand for certain copper products, was ascoribed in Wall Street yester-day an advance in the price of the metal, which was quoted at 123, cents, or one-sighth of a cent a pound above last week's price.

To the effect of the Russo-Japanese war, again to 10 and recovered to 10½, where it closed. This is one of the specialties in which as pool was "hung up" as a result of the abrupt collapse of the Gates crowd's bull movement several weeks ago. It is understood to have been an "office pool."

Of the State of Washington, to take control of all his mines in Butte. The capitalization of the new company is fixed at \$10,000,000 and the term of its existence is fifty years. The directors are W. A. Clark, C. W. Clark, which was quoted at 123, cents, or one-sight of the State of Washington, to take control of all his mines in Butte. The capitalization of the new company is fixed at \$10,000,000 and the term of its existence is fifty years. The directors are W. A. Clark, Jr., A. J. Johnson, A. H. Wethey, W. M. Bickford, all of Butte and C. B. McBroom of Spokane. cent. yesterday morning to 10%, it sold down

EIGHTEEN TRAINS A DAY

NEW YORK and BUFFALO and NIAGARA FALLS

NEW YORK CENTRAL

WEST SHORE RAILROADS. Along the Hudson River and through the Mohawk Valley. Smooth tracks On a water level. See timetable in daily papers.

GAS STOCK UP; LAW CASE STOPS

COMPANY SAID TO BE COMING TO TERMS WITH CITY.

Talk of Concessions in the Price of Public Lighting-But a Gas Company Official Says the City Is Going to Pay the Bills Comptroller Has Held Up.

The tips on which Consolidated Gas stock went up in Wall Street yesterday are described as coming from Tammany quarters. At the same time, over in City Hall Park arose reports that the dispute between the gas company and the city over the price of public lighting was likely to be adjusted out of court.

Yesterday was the day for arguing the company's mandamus to compel the city to award it the public lighting contract for which it was sole bidder in 1903. Commissioner Monroe had refused to make any contract, alleging that the prices-which were those of the preceding year—were exorbitant; and he tried to get a municipal gas plant under way. The company continued its service and sent in its bills regularly at the old prices, refusing to accept partial payments. The Comptroller would not pay the bills. Then the company brought

its mandamus proceedings.

Before court opened, counsel for the company asked the Corporation Counsel to consent to a postponement. Assistant Corporation Counsel George L. Sterling said later:

"Until the Mayor and Commissioner Oakley indicate what course they wish me to pursue in this matter I cannot comment on it. I do not mind saying, however, that upon the representations of the company that a settlement might be reached I consented to an adjournment. What concessions are made to the city will not necessarily affect private consumers, but I expect that they will benefit, because the companies could hardly charge a higher rate to private consumers than that charged

to the city."

The reduction asked for by the city under Commissioner Monroe is said to amount to

about \$250,000 a year

The concessions are on the other side, according to an official of the gas company, who said last night that recently negotiations had been begun between the company and the city looking to a settlement of the bills. This official said it was his understanding that the city had decided to pay

"We have been furnishing gas to the city since December," said he, "while the bills have been held up. The city, I think, has found that the bills were just and should

Commissioner Oakley, who was at the ball of the Anawanda Club last night, said he didn't know anything about the matter.

LOTHROP COMPANY FAILS. Boston Publishing House, Unable to Secure

Capital, Goes Down. Boston, Feb. 15 .- The Lothrop Publishing Company made an assignment to-day to Fred H. Williams, a lawyer, and Warren F. Gregory, manager of the book publishing concern of Lee & Shepard. The liabili-ties are roughly estimated at \$150,000. The assets are not yet estimated. The assignees have started to take an account of stock, and a definite statement will be ready for

creditors in a few days. Inability to secure capital is given as the main cause for the company's em-barrassment. At the time of the failure of the Central National Bank the Lothrop company was a large borrower from that institution, and the shifting of the credit to other banks brought difficulties. H. E. Morrell is president of the corporation. The company has a large line of new work on hand, and an effort will be made to bring about a satisfactory settlement with the creditors so that the business may continue without interruption. Creditors representing more than two-thirds of the total indebtedness of the firm have assented to the assignment.

\$1 WHEAT; COTTON DOWN A CENT. Wheat Bulls Use the War News and the Weather News.

Dollar wheat was sold on the Produce Exchange yesterday-the May delivery. The last time this price was reached was in 1898. The big Armour pool in Chicago, was said to be actively bulling prices. In addition to the fear of a long and protracted war, which may perhaps involve other Powers, the bulls brought into play talk about the cold weather and the absence of snow protection in the Southwest for the growing winter wheat. At Chicago, cash No. 3 red wheat sold at \$1.03 a bushel and No. 1 wheat at Minneapolis sold at \$1. While the advance was going on there was much excitement in all the markets.

War also played a part in the course of the market on the Cotton Exchange. In

the late afternoon a fresh outbreak of liquidation occurred under which prices went down more than 100 points from selling for New Orleans interests and many stop-loss orders were uncovered. Daniel J. Sully was on the toor of the Exchange, but neither he nor his brokers made any apparent effort to resist the decline. The July delivery, which early in the day had sold as high as 13.90 cents a pound, fell to 12.93 cents, closing at 12.92 cents bid, 12.94 cents asked, as against 13.95 cents, Saturday's closing price. Spot cotton in the local market was marked down 105 points, equivalent to \$5.25 a bale, or to 13.75 cents

Coffee fell under large selling for foreign and local account, larger receipts of the commodity having an effect. The Septem ber delivery got down to 6.35 cents and closed at f.40 cents, compared with 7.10 cents, last week's final price.

Price of Cetton Exchange Seats Jumps. Three Cotton Exchange seats held by members of the suspended firm of Laighton & Foulke were sold at auction yesterday for \$9,100, \$9,400 and \$10,700; the first two to Herman Hagedorn and the last to J. Temple Gwathmey. The price paid at the last previously reported sale was \$8,600. Prices have been going up since the big speculation began.

Metropolitan to Get the Crosstown.

At a meeting to be held at 621 Broadway on March 16 the stockholders of the Metropolitan Street Railway Company will be asked to approve a lease by the Metropolitan of the railroad routes and other property of the Central Crosstown Railroad Company, to which the directors of both companies have agreed. The lease in no way affects the rental of 7 per cent. upon the stock of the Metropolitan Street Reilrox Company guaranteed under the Railway Company guaranteed under the Metropolitan Interurban lease.

Senator Clark's \$10,000,000 Mining Company.

BUTTE, Mon., Feb. 15 .- Senator W. A. Clark has organized the Original Consolidated Mining Company, under the laws of the State of Washington, to take control

Pennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORTLANDT STREETS. The leaving time from Deebrosses and Certiandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.
7:55 A. M. FAST MAIL.—Parior, Sleeping and Dining Cars. For Chicago, indianapolis and Louisville. 9:56 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, indianapolis, St. Louis. Dining Car. Cincinnati, indianapolis, St. Louis. Dining Car. 19:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.
1:55 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis. Chicago, St. Louis. Dining Car. For Nashville (via Cincinnati and Louisville), indianapolis, Chicago, St. Louis. Dining Car. 4:55 P. M. CHICAGO LIMITED.—Pullman Siceping, Smoking, and Observation Cars. For Chicago, Toledo, and Cieveland. Dining Car. 5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louispining Car. For Gary, W. Va. (via Shenandoah Valley Route).

The Midland Terminal Railway Co.
Sealed proposals will be received at the office of The Farmers' Loap and Trust Company, 16, 18, 20 and 22 William Street, New York City, 16, 18, 20 and 22 William Street, New York City, 10, 18, 20 and 22 William Street accordance with the provisions of the Mortgage dated the 1st day of December, 1895, of a sufficient number of bonds to invest \$6,802.11 of the Sinking Fund.

Proposals must be presented before 12 o'clock M. on the 17th day of February, 1994, and should be directed as follows: "Proposals to Sinking Fund, The Farmers' Loan and Trust Company, Nos. 16, 18, 20 and 22 William Street, New York City." Valley Route).

5.35 P. M. WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.

7.35 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via
Shenandosh Valley Route. Connects for Cleve-Shenandoah Valley Route. Connects for Cleve-land, except Saturday.

125 P. M. CLEVELAND AND CINIONNATI EX-PRESS.—For Pittsburg, Cleveland, Cincinnati Indianapolis, and St. Louis. 9:55 P. M. PITTSBURG SPECIAL.—Daily for Pitts

Sugar. Boundless Opportunities. Lacking necessary money to utilize most sensational and prac-WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.
7:55, 8:25, *9:25, *10:10 (Deabrosses and Cortlandt Streets 10:20), *10:35 a. m., *12:55, 2:10 (Deabrosses and Cortlandt Streets 2:20), (8:25 "Congressional Limited," all Parlor and Dining Cars), *9:25, *1:55 (Deabrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, *9:25, *10:35 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:35 (Deabrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily. "Southern's Paim Limited," 21:240 n. m. week days. sufficient capital and credit. \$5,000 would make a good start, but \$50,000 would bring millions within a few years. Write SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 p. m., 12:19 night daily. "Southern's Palm Limited." 12:30 p. m. week days.

ATLANTIU COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily. "New York and Florida Special." 2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:19 night daily. "Seaboard Florida Limited." 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week-days and 4:35 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:35 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:56 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dhing Car and Standard Coaches on Sundays.

Cars, Isaling Car and Scientific Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH, ASBURY PARK.—(Interlaken Sundays), Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:55 a. m., 12:28, 8:28, 4:55 p. m., and 12:10 night, week-days. Sundays, 12:10, 9:25 a. m., and 4:55 p. m. From Desprosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:35 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:25, 8:25, *9:25 (9:55 St. Louis Limited). *10:10 (Desbrosses and Cortlandt streets, 10:20). *10:25 (Penn. Limited). *10:55, 11:35 a. m.; *12:35, 1:35, 2:10 (Desbrosses and Cortlandt streets, 2:20). 2:35, *3:25, 3:25, 4:25, *4:25, *4:35 (*4:35 Chicago Limited for North Philadelphia only. *5:35, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only. p. m., 12:10 night week-days. Sundays, 6:05, 7:35, 8:25, *9:25 (*9:55 St. Louis Limited). 9:55 (*10:25 Penna, Limited). *10:35 a. m., *12:35, 1:35, 8:25, *9:25 (*4:35 Chicago Limited for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:23 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only). *4:55, *5:57, 7:55, 8:25, 9:25 (9:55 fo

for North Philadelphia only) p. in. 12:10 mgm.

*Dining car.

Ricket offices: Nos. 461, 1354, 113 and 261 Broadway,
182 Fifth avenue (below 28d st.); 285 Fifth avenue
(corner 29th st.); 1 Astor House and stations
named above; Brooklyn, 4 Court street, 800 Fultion street; 390 Broadway and Pennsylvania
Annex Station. The New York Transfer Company will call for and check baggage from hotels
and residences through to destination.

Felephone "548 Chelsea" for Pennsylvania Railroad Cab Service. elephone "545 Untista for road Cab Service.

W. W. ATTERBURY J. R. WOOD,
General Manager. Pass'r Traffic Manager.
GEO. W. BOYD.
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STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND. NEW ENGLAND.

FALL RIVER LINE, via Newport and Fail River,
Leave Pier 19, N. R., foot of Warren St., week days,
only at 5:00 P. M. Steamers PLYMOUTH and
PILGRIM. Orchestar on each.
NORWICH LINE, via New London. Leave Pier
40, N. R., foot of Clarkson St., week days only at
5:00 P. M. Steamers CITY OF LOWELL and
CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at 4:00 P. M.
Steamer RICHARD PECK.

JOY LINE. PROVIDENCE, \$1.25, EVERY WEEK DAY BOSTON, DIRECT \$2.25.

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OCEAN STEAMERS.

Hamburg-American.

Hi-Weekly Twin Screw Service.
FOR PLYMOUTH, CHERBUURG, HAMBURG
Pennsylvinia, Feb. 20, 7 AM, Waldersee, Mar. 19, 6 AM
Patricla, Feb. 27, 1:30 PM "Sluecher, Mar. 21, 10 AM
"Moltke, March 3, 10 AM, "Moltke, Mar. 31, 10 AM
Pretoria. Mar. 12, 1 PM Pennsyl'a, Apr. 2,6:39 AM
"Grill Room and Gymnasium on board.

Mediterranean Service. New York—Naples—Genoa, superb New Twin-Screw Steamers. Cabin, \$50, \$60, \$75, Upward.

Offices, 35 & 37 Broadway. Piers, Hoboken, N. J AMAICA The newly equipped S. S. ALLEGHANY Leaves N. Y. Feb. 20, 1904, ONE WAY, \$40. ROUND TRIP, \$75 ONE WAY, \$40. ROUND HAP, \$22.

23-DAY CRUISE. WITH STOPOVERS, \$125.
Inc. Jamaica, Colombia, Nicaragua, Costa Rica.
Rates include Bertha and Meals.

Hamburg-American Line, 35-37 Broadway, N. Y.
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NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
Kalser. Mar. 5, 10 AM Kalser. Mar. 29, 10 AM K. Wm. JI. Mar. 16, 5 AM K. Wm. II. Apr. 12, 1 PM Kronprinz, Mar. 28, 28 AM [Kalser. Apr. 26, 10 AM GELRICHS & CO., 5 BROADWAY, N. Y.

WHITE STAR LINE, NEW SERVICES Fast Twin-Screw Steemers of 11,400 to 15,000 tons.
BOSTON DIRECT TO THE

MEDITERRANEAN AZORES
GIBRALTAR,
MARSEILLES,
NAPLES,
NAPLES,
MARSEILLES,
MALEXANDRIA.
MALEXANDRIA. BOSTON QUEENSTOWN. SERVICE.

Apply to 9-11 Broadway, N. Y. WHITE STAR LINE. NEW YORK OUEENSTOWN-LIVERPOOL. Ceitle.... Peb. 17, 6 A.M. | Majestic...Mar. 2, 10 A.M. Cedric... Feb. 24, 11 A.M. | Oceanic..... Mar. 9, noon

Pier 48. North River. Office, 9 Broadway, New York.

CUNARD LINE TO LIVERPOOL VIA Queenstown.
Ivernia, Feb. 20, 7:30 A MI Lucania ... Mar. 12, noon Campania, Feb. 27, noon Umbria ... Mar. 19, 7 A M Etruria ... Mar. 5, 8 A M (Campania Mar. 28, noon MEDITERRANEAN SERVICE. Aurania, Jan. 26, 11 A. M. Carrying Cabin and Steerage Passengers. From Plers 51-52, North River. Prom. Plers. 51-52. North. River. Apply to the Cunard Steamship Co., Ltd., 29 Broad-way, N. Y. VERNON H. BROWN, General Agent

HOLLAND-AMERICA LINE

Holland-America Line, 39 B'way, N. Y. AMERICAN LINE
PLYMOUTH—CHERBOURG—SOUTHAMPTON,
st. Pani, Feb. 20, 9:30 AM | St. Louis, Mar. 5, 9:30 A M
Phila... Feb. 27, 9:30 AM | NewYork, Mar. 9, 9:30 A RED STAR LINE. NEW YORK - ANTWERP - PARIS NEW YORK—ANTWERP—PARIS. Kr'nl'd, Feb. 20, 10:30 AM | Finland.Mar. 5, 10:30 A M Zeeland, Feb. 27, 10:30 AM | Vaderl'd, Mar. 12, 10:30 A M Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

Atlantic Transport Line.

MESABA FEB. 20, 9 A. M.
MINNETONKA FEB. 27, 2 P. M.
MARQUETTE MAR. 5, 9 A. M.
MINNEHAHA MAR. 12, 130 P. M.
MINNEHAHA T. MAR. 12, 130 P. M.
POR RATES, ETC., APPLY AT 1 BROADWAY.

NEWYORK

ENTRAL THE FOUR-TRACK TRUNK LINE.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:30, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station. 12.10 A. M.—TMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.
7.54 A. M.—SYRACUSE LOCAL.—Stops at 12.10 A. M.—IMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 all important stations.

8.30 A. M.—EMPIRE STATE EXPRESS.—
Most famous train in the world. Due Buffalo 4:45, Niagara Falls, 5:35 P. M.

8.45 Due Buffalo 7:10, Niagara Falls, 8:07.

10.30 A. M.—FAST MAIL.—24 hours to Chicago Due Buffalo 7:10, Niagara Falls, 8:07.

10.30 A. M.—TDAY EXPRESS.—Makes local stops. Due Bochester 11:30 P. M.

11.30 A. M.—LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—SUFFALO LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:55 P. M.

11.00 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnati 10:30, Indianapolis 11:30 A. M., St. Louis 6:45 P. M., next day.

1.00 P. M.—SCHICAGO LIMITED.—24 hours to Chicago via Michigan Central and Lake Shore Rallroads.

2.45 P. M.—*TE 20th CENTURY LIMITED.—26-hour train to Chicago via Lake Shore Electric light and fans.

3.30 P. M.—1ALBANY EXPRESS.—Local stops.

3.40 P. M.—*ALBANY EXPRESS.—Local stops. Stops.

P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago 4.00

CHICAGO SPECIAL, 24 hours to Chicago via Michigan Central.
P. M.—*LAKE SHORE LIMITED.—23'4
P. M.—*LAKE SHORE LIMITED.—23'4
Hour train to Chicago. All Pullman cars.
Duc Cleveland 7:96 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.
P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S and M. C.
P. M.—*MONTREAL EXPRESS.—Via D. & H. or Rutland.
P.M.—*ADIRONDACK AND MONTREAL EXPRESS. 7.30 EXPRESS.
P. M.—BUFFALO AND TORONTO 8.00 SPECIAL.
P. M.—SOUTHWESTERN SPECIAL. 9.30 P. M .- PACIFIC EXPRESS .- Chicago 31 9.30 P. M.—PACIFIC EXPRESS.—Chicago Sihours by M. C., 33 hours by L. S.
11.30 P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Butfalo, Detroit, Chicago and St. Louis.
*Dally. †Except Sunday. †Except Mond ay.

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. daily, except Sunday, to Pittsfield and North Adams. Sundays at 9:20 A.M. Puliman cars on all through trains. Trains illuminated with Pintsch light. Tricket offices at 167, 261, 415 and 1216 Broadway 55 Union Sq. W., 275 Columbus av., 275 West St., Grand Central and 125th st. stations, New York, 338 and 726 Fuljon st. and 106 Broadway, Brooklyn. Telephone "900 38th street," for New York Central HARLEM DIVISION.

338 and 726 Fulion st. and 106 Broadway, Brooklyn. Telephone "300 38th street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company. NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON Via Springfield and the BOSTON AND ALBANY RAILROAD. Trains leave at 19:92 A. M., 112:00 noon, 4:00 P.M., Trains Leave at 19:92 A. M., 112:00 noon, 4:00 P.M.,

*11:00 P. M. Tickets at New York Central Ticket Offices, 167, 415 and 1216 Broadway, and at Grand Central Sta-tion. A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R.

(New York Central & Hudson River R. R., lesse.)
Trains leave Frankiin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.:
7:700 A.M.—For Intermediate points to Albany.
11:29 A.M.—Gl. Hudson and Mohawk Express.
2:25 P.M.—Chicago Express.
2:25 P.M.—Cont.lim., for Detroit, Chi.& St. Louis.
13:45 P.M.—(2) For Hudson River points & Albany.
46:40 P.M.—For Roch., Buffalo, Clev'd & Chicago
18:00 P.M.—For Roch., Buffalo, Lev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Clev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:00 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:01 P.M.—For Roch, Buffalo, Lev'd & Chicago
18:02 P.M.—Sor Roch, Buffalo, Clev'd & Chicago
18:03 P.M.—Tor Station River Rock
19:03 P.M.—Time tables at principal hotel
20:04 13:35 P.M. Time tables at principal hotel
20:04 18:35 P.M. Time tables at principal hotel
20:04 18:05 P.M.—Sor Rocked from hotel or resi-Gen'l Manager. Gen'l Pass'r Agent.

New York and Boston all Rail. N. Y., N. H. & H. R. R. and connections From Grand Central Station.

From Grand Central Station

Leave. By way of

\$8:00 A.M., Hartford and Willimantic,

\$9:02 A.M., Springfield and Worcester,

\$3:00 P.M.,

\$10:02 A.M., *New London and Providence, \$3:00 P.M.

\$10:02 A.M., *New London and Providence, \$3:00 P.M.

\$10:02 A.M., *New London and Providence, \$3:00 P.M.

\$1:00 P.M., *New London and Providence, \$3:00 P.M.

\$1:00 P.M., *New London and Providence, \$3:00 P.M.

\$2:00 P.M., *New London and Providence, \$3:00 P.M.

\$3:00 P.M., *New London and Providence, \$3:00 P.M.

\$3:00 P.M., *New London and Providence, \$3:00 P.M.

\$3:00 P.M., *Springfield and Worcester, \$3:00 P.M.

\$5:01 P.M., *Springfield and Worcester, \$0:00 P.M.

\$1:00 P.M., *Springfield and Worcester, \$0:00 P.M.

\$1:00 P.M., *Springfield and Providence, \$1:00 P.M.

\$1:00 P.M., *New London and Providence, \$1:00 P.M.

\$1:00 P.M., *New London and Providence, \$2:7 A.M.

*Daily, including Sunday, \$1:00 p.M.

*Daily, including Sunday, \$1:00 p.M.

*Through parlor and sleeping cars by each train. k and Boston, \$7, including parior car seat, hrough parlor and sleeping cars by each train, eturn service same hours and by same route. C. T. HEMPSTEAD, Gen. Pass. Agt.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (Time from
South Ferry ave minutes earlier than shown below.)
EASTON, BETHLEHEM, ALLENTOWN AND
MAUCH CHUNK—24:00 (7:15 Easton only)
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M.
Sundays 24:25 A. M., 1:00, 6:30 P. M.
WILKESBARRE AND SCHANTON—24:00, 9:10
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 9:40 A. M., 1:30
(9:40 Lakewood and Lakehurst only), 4:10, a5:00
P. M. (9:07 P. M. Saturdays), Sundays, 9:40 A. M.
ATLANTIC CITY—"9:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M.,
1:30 P. M. (1:30 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN, GROVE, POINT PLEASANT AND SEA-SHORE POINTS—24:00, 8:30, 11:30 A. M., x1:20, 4:45, 5:30, 6:30, 11:50 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL) — 4:25, 77:30, 78:30, 9:30, 10:30, 7:30, 6:00, 17:30, 10:30, 10:30, 7:30 *10:30, *11:45 A. M., *1:00, 1*3:40, *5:00, *7:00, 19:25 P. M., *12:15 mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—18:00, za:25, 18:00, 19:10, (10:00, 11:00 A. M., Reading only), [\$1:30, 19:10, 12:00 P. M., Reading, Pottsville and Harrisburg only, *4:00, *5:00 P. M. zFrom Liberty Street only. *Daily, *Daily, *Except Sunday, *Sunday only, *Parlor carsonly, *Via Tamaqua, *XSaturdays, *aExcept Saturdays, *aExcept S

only. Via Tamaqua. xSaturdays. aexcept savurdays.
Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth Av., 25 Union Square West, 135 East 125th St., 273 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 860 Fuiton St., B'klyn; 390 B'way, W'msburg, N.Y. Transfer Co. calls for and checks baggage to destination.
W. G. BESLER, C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.

Baito.-Washington 10:25 AM 18:30 AM Buffet
Baito.-Washington 11:25 AM 18:30 AM Diner
Baito.-Washington 11:25 FM 10:20 AM Diner
Baito.-Washington 12:55 FM 10:00 PM Diner
Raito.-Washington 12:55 FM 10:00 PM Diner
Raito.-Washington 12:10 nt 10:00 PM Diner
Baito.-Washington 12:10 nt 10:00 PM Buffet
Baito.-Washington 12:10 nt 12:13 nt. Sleepers
Dally 1 Dally except Sunday 8 Sunday only.

Offices: Liberty St. Ferry. South Ferry 6 Astor
House, 167, 261, 434, 1390, 1351 Broadway, 182 Fifth
Av., 25 Union Square West, 163 East 125th St., 278
West 125th St., 245 Columbus Av., New York; 4
Court St., 344, 869 Fulton St., Brooklyn; 360 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination. ROYAL BLUE LINE.

BALTIMORE AND OHIO RAILROAD Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. *12:10 nt. *12:15 nt. Chicago, Columbus. *12:55 pm. *1:00 pm. Diner Pittsburg. Cieveland *3:355 pm. *1:00 pm. Diner Cincinnati, St. Louis*10:25 pm. 7:00 pm. Buffet Cincinnati, St. Louis*10:25 pm. *1:00 pm. Diner Cincinnati, St. Louis*10:25 pm. *1:00 pm. Diner Cincinnati, St. Louis*8:655 pm. *7:00 pm. Buffet Norfolk. 112:55 pm. *1:00 pm. Diner *0 baily. †Daily. except Sunday. *Sunday only. Offices: 187, 201, 431, 1900 Hroadway, & Astor House, 10° Greenwich St., 25 Union Sunare W., 391 Grand St., N. Y.; 343 Fution Street. Brooking. South Ferry and Liberty Street. Paggage checked from hotel or residence to destination.

LEHICH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sts. B. * Daily. † Except Sunday. Sunday changes: d12.45. e9.00. n5.25. x5.45.

Mauch Chunk Local 18. N.Y. ALV.N.Y. B
Buffalo Express 7.55 Ax 8.8.1 0.40
Buffalo Express 7.55 Ax 8.8.1 0.40
Mauch Chunk and Hazleton Local 9.2.4 0.00
Milkos Barre Express 13.55 px 14.1 0.00
Baston Local 15.1 0.00
Chicago & Torcoto Vestibule Exp. 15.4 0.00
THE BUFFALO TRAIN 7.55 PM 7.55 PM 7.50 PM
THE BUFFALO TRAIN 7.55 PM 7.55 PM 7.50 PM Tickets and Pulman accommodations at 167, 261, 290, 355, 124 and 1254 Broadway, 182 5th Ave., 25 Union Square West, 245 Columbus Ave., N. Y.; 360 Fulton St., 4 Court St., 390 Broadway, and Ft. Fulton St., Broadway, and Ft. Fulton St. Broadway. St., 390 Broadway, and Ft. Fulton St., Broadway, and Ft. Fulton St., Broadway, and Ft. Fulton St., Broadway.

Lackawanna Railroad. Leave New York foot Barelay and Christopher Sts.

18:00 A.M.—For Binghamton and Syracuse.

10:000 A.M.—For Bunfalo, Chicago and St. Louis.

14:40 P.M.—For Bunfalo and Chicago.

14:00 P.M.—For Stranton and Plymouth.

18:10 A.M.—For Bunfalo and Chicago.

18:45 P.M.—For Utica, Oswego. Ithaca, Bunfalo.

2:00 A.M.—For Chicago—Sleepers open 9 P. M.

Tickets, 167, 439, 1185, 1484, Broadway, N. Y.; 385

Fulton st., Brooklyn. *Dally. *Except Sunday.

TRAVELLERS' INFORMATION HOTEL and RESORT Booklets Gratis. N. Y. OFFICE, 3 Park Place. Tel. 6050 Cortlands

N. Y. OFFICE, 3 Park Place. Tel. 0060 Cortlandt.

Atlantic City N. J. Open all year 300 rooms. Rudelf American and European plans. Fine ocean front.

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Savannah Ga. A. P. \$2.50 to \$3 day. The Pulack! Unique position tourists. The Pulack! Dresden on Elbe. Very select. Metel Believne Napies Class homelike residence.

Paris D'Iena. F. Schofield, Prop. Hetel D'Iesa

POST OFFICE NOTICE. (Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Feb. 20, 1804, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-post mails for Germany close at 5 P. M. Monday, per steamship Main.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MAILS. TRANSATLANTIC MAII.5.

TUES DAY.—At 7:30 A. M. for ITALY direct, per steamship Palatia (maii must be directed "per steamship Palatia"; at 8:30 A. M. for ITALY direct, per steamship Citta di Napoli (maii muse be directed "per steamship Citta di Napoli").

WEDNESDAY.—At 2:30 A. M. for EUROPE, per steamship Celtic, via Queenstown; at 11 A. M. for DENMARK direct, per steamship Oscar II. (maii must be directed "per steamship Oscar II.").

(mail must be directed "per steamship Oscar
II.").
THURSDAY.—At 7 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE and BRITISH INDIA,
per steamship i.a Bretagne, via Havre (mail
for other parts of Europe must be directed
"per steamship i.a Bretagne").
SATURDAY.—At 4 A.M. for IRELAND, per steamship Ivernia, via Queenstown (mail for other
parts of Europe must be directed "per steamship Ivernia"); at 6 A. M. for EUROPE, per
steamship St. Paul, via Plymonth and Charbourg: at 8:30 A. M. for BELIGIUM direct, per
steamship Kroonland (mail must be directed
"per steamship Kroonland"); at 8:30 A. M. for
ITALY direct, per steamship Neckar (mail
must be directed "per steamship Neckar").

After the closing of the Supplementary Trans-athantic Mails named above additional Supple-mentary mails are opened on the piers of the American, Eurlisa. French and German steam-ers, and remain open until within Ten Minutes of the hour of saling of steamer.

American, Eugliss, French and German steamers, and remain onen until within Ten Minutes of the hour of saling of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, &c.

TUESDAY.—At 9:20 A. M. (supplementary 10:20 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship City of Washington, via Colon (mell for Guaternala must be directed" per steamship Loostakken (mail for BRAZIL, via Pernambuco and Macelo, must be directed "per steamship Loostakken").

WEDNESIDAY.—At 8:20 A. M. for NEWFOUNDLAND per steamship Silviarat 12:30 P. M. (supplementary 1.P. M.) for TURKS ISLAND and DOMINICAN REPUBLIC, per steamship Chrokee: at 17:30 P. M. (supplementary 1:20 P. M.) for ST. THOMAS, ST. CROIX, LEEWARD and WINDWAGD ISLANDS, BRITISH, DUTCH and FRENCH GUIANA, per steamship Parima (mail for Grenada and Trinidad must be directed "per steamship Parima"); at 1 P. M. for BRAZIL, per steamship Pasiera Prince, via Pernambuco, Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Uruguay and Paraguay must be directed "per steamship Hayana (mail for Mexico, via Progresso, Campeche and Vera Cruz must be directed, "per steamship Hayana (mail for Mexico, via Progresso, Campeche and Vera Cruz must be directed, "per steamship Hayana (mail for Mexico, via Progresso, Campeche and Vera Cruz must be directed, "per steamship Hayana (mail for Mexico, via Progresso, Campeche and Vera Cruz must be directed, "per steamship Hayana (mail for Mexico, via Progresso, Campeche and Vera Cruz must be directed, "per steamship Manzanilio, via Progresso, Campeche and Vera Cruz must be directed, "per steamship one.

FRIDAY.—At 3:30 A. M. for BARBADOS and BRAZIL, per steamship for Mexico, via Progresso, dia Via Progresso, via Newsau (mail for Santiago must be directed, "per steamship Orto, Progresso, via Newsau (mail for Santiago must be directed, per steamship Tiono via Progresso (mail must be directed, "per steamship Tiono via Progresso (m

9:30 A. M.) for PORTO RICO, CURAÇÃO and VENEZUELA, per steamship Philadelphia (mail for Savanlila and Cartagena must be directed "per steamship Philadelphia"); at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTAGENA and GREYTOWN, per steamship Alleghany (mail for Costa Rica must be directed "per steamship Alleghany"); at 9:30 A. M. (supplementary 10:30 A. M.) for INAGUA, CAPE HAYTI, PORT DE PAIX and SANTA MARTA, per steamship Adirondaok (mail for other parts of Hayti must be directed "per steamship Adirondaok (mail for other parts of Hayti must be directed "per steamship Adirondaok (mail for GUBA, per steamship Adirondaok (mail for GUBA, per steamship Adirondaok (mail for GUBA, per steamship GRENADA, TRINIDAD and GUDAD BOLIVAR, per steamship Grenada;

DAD BOLIVAR, per steamship Grenads; at 10 A. M. for HAITI, per steamship Prins Maurits (mall for Curacao, Venezuela, Trinidad, British and Dutch Guiana must be directed "per steamship Prins Maurits"; at 12 M. for NORTHERN BRAZIL, per steamship Hilary, via Para and Manaos; at 12:80 P. M. for CUBA, per steamship Curityba, via Matanzas (mail must be directed "per steamship Cutityba"). MAILS FORWARDED OVERLAND, &c., EXCEPT TRANSPACIFIC,

CUBA.—Via Port Tampa, Florida, closes at this office daily, except Thursday, at \$5.20 A. M. (the connecting mails close here on Mondays, Wednesdays and Saturdays.)

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 10:30 P. M. Sundays at 1:00 P. M. and 10:30 P. M. Sundays at 1:00 P. M. and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday).

JAMAICA.—By rail to Philadelphia and thence by steamer, closes at this office of the steamer, closes at this office of the steamer, closes at this office of the steamer, closes at this office at 10:30 P. M. every Sunday.

by steamer, closes at this office at 10:30 P. M.
every Sunday.
By rail to Boston, and thence by steamer,
closes at this office at 6:30 P. M. every Friday.
MIQUELON.—By rail to Boston, and thence by
steamer, closes at this office daily at 6:30 P. M.
BLIZE, PUERTO CORTEZ and GUATEMALA.—
By rail to New Orleans, and thence by steamer,
closes at this office daily, except Sunday, at
§1:30 P. M. and §10:30 P. M., Sundays at \$1:30 P. M. and §10:30 P. M., Sundays at \$1:00 P. M. and \$10:30 P. M.)
COSTA RICA.—By rail to New Orleans, and thence
by steamer, closes at this office daily, except
Sunday, at \$1:30 P. M. and \$10:30 P. M., Sundays at \$1:00 P. M. and \$10:30 P. M.).
BAHAMAS (except Parcels-Post Mails).—By rail
to Miami, Fla., and thence by steamer, closes
at \$1:00 P. M. every Monday, Wednesday and
Saturday.

ERICEPED MAIL closes at \$10:00 P. M. previous REGISTERED MAIL closes at 6:00 P. M. previous

at 45:30 A. M. every Monday, Wednesday and Saturday.

4REGINTERED MAIL closes at 6:00 P. M. previous day.

4REGINTERED MAIL closes at 6:00 P. M. previous day.

HAWAII, via San Francisco, close here daily at 6:30 P. M. up to February \$15th, inclusive, for despatch per steamship Alameda.

CHINA and JAPAN, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to February \$16th, inclusive, for despatch per steamship Empress of China. (Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.)

HAWAII JAPAN, CHINA and spocially addressed mail for the PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$21st, inclusive, for despatch per steamship China.

PHILIPPINE ISLANDS, via San Francisco, dose here daily at 6:30 P. M. up to February \$27th, inclusive, for despatch per U. S. Transport.

NEW ZEALAND, AUSTRALIA (except Weet).

NEW CALEDONIA, FIJI, SAMOA and HAWAII via San Francisco, close here daily at 6:30 P. M. up to February \$27th, inclusive, for despatch per steamship Sterra. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra snalls—closing at 5:30 A. M., 9:30 A. M. and 6:30 P. M.—will be made up and forwarded until the arrival of the Cimard steamer).

AUSTRALIA (except West). FIJI ISLANDS and NEW CALEDONIA (specially addressed only). via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to February \$27th, inclusive, for despatch per steamship Miowers.

HAWAII JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to February \$27th, inclusive, for despatch per steamship boric.

TAHTIT and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to March §15th, inclusive. for despatch per steamship boric.

TAHTIT and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to March §15th, inclusive.

Towarded via Canada or via Europe must be fully prepaid at the foreign rates. Hawaii is forwar

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a cab and driven home. Here the things and valuable bric-à-brac were packed into three big trunks and Miss Pangborn ept alongside these with a loaded revolve already printed.